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Friday, Aug. 18, 1916

It looks almost Hughesless, doesn't it dear reader?

Don't forget the memorial exercises at the Cemetery Sunday.

Cotton is not only king but crowned emperor at fourteen cents the pound!

Some progress from the Roanoke Valley to the Virginia League! -- at that!

Well, Roanoke Rapids got through several weeks ahead of the rest of the Clubs.

"William Jennings Comes Back at Hughes" as headlined by a contemporary reminds us of the saying about "one fool after another."

Perhaps it was best if they really didn't have any bands of ball players who could make it interesting for THE TEAM.

The Russians taking Jablonitz was no surprise to us -- we had figured it out that prohibition in a savage country like Russia wouldn't really prohibit.

If the government can't settle the strike, it can at least settle the strikers by presenting them with the alternative of going to work or going to jail.

Perseverance Necessary

It looks now as though a central road from Roanoke Avenue to the Roanoke Rapids Cemetery is going to be difficult of attainment. The County Road Board, who should authorize the putting down of this road along Sixth Street out of the Township Road Funds has declined to act, tendering a counter proposition to have a road opened up by the town of Roanoke Rapids along Fifth Street, which, they state, they would be willing to keep up out of the township road funds.

As the road in question will be used by the people of the entire township we believe it is nothing but right that its cost should be borne by the people of the entire township and we certainly do hope the town commissioners will turn down the proposition of opening up Fifth Street as soon as it is put to them.

The position of the County Road Board is peculiar in this matter and we certainly think the people of the township should bring more pressure to bear on them in the attempt to get them to open up a road to the cemetery. The offer to maintain the Fifth Street road, if built, is illegal, as we understand it, contemplating as it does the expenditure of county road money inside an incorporated town, and the town could not depend upon this offer any longer than the present Road Board holds office.

Roanoke Rapids Township pays enough taxes for road purposes we believe to keep in

splendid condition every mile of the present highway system and also to open up the road from Roanoke Avenue through to the cemetery for the convenience and use of practically every person in the township. That they have not already been granted this road is because the matter has not been brought before the Road Board with sufficient force. We hope the Ministerial Union will start a petition for this road at once; we believe that the majority of the people will sign it and the Road Board will grant it.

In a Matter of Life and Death

It is to be hoped that by the time these lines meet the reader's eye the President of the United States may have succeeded in effecting a settlement of the dispute between the railroads and their men. Somebody will have to effect it, for the thing has got beyond the bounds of an economic dispute. It is a matter of life and death. Hang up the railroads for a week and people would die like flies in our great cities--especially the sick, the aged and the children.

Legally there is nobody concerned in this dispute but the railroads and their men. Theoretically the men have a perfect right to walk out if they feel so inclined; but practically they have no right to condemn scores, perhaps hundreds of innocent people to death by disputing over their wages. Theoretically the railroads have a right to discharge every one of their men, and hang up traffic indefinitely; but imagine what would happen to the railroads if they were to try it.

The attitude of the men, as expressed in Monday morning's paper, is that they have the power and consequently are going to exact their demands to the uttermost farthing. If they throw two million other people out of work, why, that is the lookout of the two million. If the cities starve, why, that is not the railroad employees' affair. They figure that they have their hands on the throat of the railroads and they intend to squeeze until they get what they want.

But have they the power? There are 400,000 of them, it is true--but there are 100,000,000 of the rest of us. The country is not looking for a fight. The last thing it wants is a fight. The country's President is toiling like a ditcher in the effort to prevent a fight. But if the railroad men are spoiling for a row, and will be content with nothing else, they should be dealt with like any other enemies of the people of the United States--that is to say, smashed with all the power of the government of the United States.

We take no position here on the merit of the men's cause. We hope there is something left of conscience, something of equity, something of justice, in the American people; certainly there is left much sentiment, and it inclines to the physically weaker side in any contest, as a rule. The people are not prepared to admit that power--any force, old or new, consisting of mere weight or contrivance--is to the measure in the settlement of disputes. The question of the justice of the demands of the men, or the unrighteousness of the roads' refusal, are not properly in order so long as either side refuses to submit them to trial in some competent tribunal resting its jurisdiction in the conscience of the people of the United States.

Until the best effort that human intelligence and orderly justice can make has been made to determine them, there are in this quarrel between the men and the roads no issues of right and wrong before the people. But the proposed method of righting any wrongs the men may suffer is in itself so gigantic a wrong against the whole country, that the good that might be accomplished by a strike is a drop compared to a very Atlantic of ill that would attend it.

There must be no strike, if it is humanly possible to prevent it; but if there is a strike anyhow, the side whose stubbornness caused it must feel the full weight of the anger of the people. --Greensboro Daily News.

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WHERE THE FIRES OCCURRED

New York Fire Commissioner Analyzes the Origin of the Losses in That City.

The campaign to interest property owners in the reduction of the fire waste and to encourage a sense of personal responsibility for preventable fires should be helped by a statement of the proportion of the fires which occur in the homes, where the lives of women and children are endangered. Robert Adamson, Fire Commissioner of New York City, has made an analysis of the 1914 fires, showing that 64 per cent occurred in the places where people live. He reports that the total number of fire alarms received in 1914 was 16,245, of which 1,820 were false alarms. The actual number of fires was 14,425. Of this number 9,243 occurred in places in which people live--private dwellings, tenement houses, hotels and boarding houses. This was 64 per cent of all fires. Of the remaining number of fires, 2,614 occurred outside of buildings, so that only 2,768 fires occurred in buildings other than those used as homes.

There were 6,781 fires in tenement houses alone, 1,167 fires in bedrooms, 1,874 in cellars, 478 in chimneys, 1,840 in kitchens, 1,081 in parlors and dining-rooms, 376 in closets, 189 in bathrooms, 490 awning fires, 105 dumb-waiter fires, and 215 fires under stoops, porches and arseways.

To each one of these fires the fire department had to send men and apparatus. Most of them were due to downright carelessness, and the New York department has established in court its right to compel the owner to pay the cost of extinguishment in cases where the loss was due to failure to comply with fire prevention regulations.--Insurance Post.

FIRE FATALITIES.

Commissioner of Insurance James R. Young says there seems to be an increase in the number of deaths by fire reported of late not only in the daily press, but especially in various sections of this State, which had come to be comparatively free from these fatal burnings for some time past. Constant vigilance and attention to the details of fire prevention and maintenance of safety and fire-escape appliances are the only remedy for these disasters, and Commissioner Young appeals for this care-taking and vigilance to be exercised, pointing out that it will result not only in saving life and property, but in the ultimate reduction of fire insurance rates, which are so largely controlled by the volume of fire losses and cost of administration.

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